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knowledge of the man, he has refused appointments which other honest men could not see their way to hold, but the duties for which he is so eminently fitted and which would represent a worthy life's work are still neglected. In fact the chief concern of the Government seems to be how best he is to be kept away from such a position. The transformation which it is known would follow his appointment to any real command in the Army is feared, and the reforms which would ensue are dreaded. That such a state of things should exist in any country does not sugar well for its future. Fortunately the public are not likely to tolerate the hero of Khartoum being hunted into a hiding. His work has appealed to them, his personality has attracted them, and knowing the value of the services he is prepared to render the State, they will probably see that these are not to be lost to the nation. Admittedly it is not easy to fit round pegs in square holes. Admittedly the advent of a KITCHENER is as embarrassing and as phenomenal as the rise of NAPOLEON. The difficulty is of a two-fold nature. It means dislocating existing machinery to provide a proper place for such an exceptional personality, and it means creating an office for which a successor is not likely to be found. Lord KITCHENER has a genius for military organisation which Great Britain needs. That genius should not be suppressed because it is inconveniently reformatory or because it is unique. It should be welcomed, and utilised as brilliantly of intellect in any other aspect of life is welcomed and appreciated, and the sooner the Government realise that exceptional methods are required to deal with a situation which is unusual the nearer will they be to the solution of a problem which can only be met with courage.

The statement published by the Provincial Authorities at Canton explanatory of their wishes in regard to the imposition of the new duty on "prepared opium" is not very illuminating. It is, of course, interesting as setting forth the official view, and it is typically Chinese in so much as it avoids any reference to the real question of the subject in dispute. To a tax on prepared opium the treaty Powers cannot object provided the duty is levied on both the native and foreign articles, and ensuring that the Chinese establish a monopoly for the ostensible purpose of collecting a revenue on prepared opium and which will at the same time provide them with machinery for learning of the actual consumption of the drug, a knowledge which they declare to be of value in enabling them to further repress the habit. This sounds very nicely, and suggests to the Exeter Hall people that China is really in earnest in ridding the country of an evil which has wrought much harm to her men and women, but without questioning the good faith of the Imperial Government in her expressed desire to abolish the habit it is possible to see in the monopoly just established another of the many attempts on the part of officials to "squeeze" the foreign trader. From the statement published it would appear as if the Provincial Authorities were actuated by the purest of motives, and were it not known that a considerable discrepancy exists between promises and performances, sympathy might wisely be extended to the officials in this matter. But as long as the tax is collected on raw opium the imposition must be regarded as a breach of the Chefoo Convention. Possibly some Provincial Authorities are honestly trying to curtail opium smoking, but it is more likely that the majority, in the hope of "making hay while the sun shines," have favoured the creation of a monopoly. More straight dealing is required, and though some of the merchants are not deserving of any sympathy for the losses they might possibly incur, speculation in opium not being any more praiseworthy than speculation in rubber—the Provincial Government is certainly deserving of condemnation for repudiating the terms of the Convention.

The Daily Press.

HONGKONG, JUNE 27TH, 1910.

The days of hero worship are not yet dead in Great Britain. This characteristic which CABLETTE sought to develop has not been particularly manifest during the new century, but one man has been able to revive it and to show that the population of the United Kingdom, whom the writer in question regarded as being "mostly fools," is still able to recognise a great man and to pay that devotion which his greatness and his genius deserve. The man who claims that hero worship is none other than Lord KITCHENER. The country is at one in regarding him as one of the world's great men, but the Government, not being accustomed to such exceptional personalities, finds it difficult to place him in that sphere which his transcendental abilities demand, and feels aggrieved at being called upon to solve a problem which offers no rule or precedent for its guidance. It would not be fair to blame the party in office for the deadlock which has arisen. The advent of a truly great man, a genius, in any department of government service, is a somewhat unique occurrence, and consequently there is no established usage to decide how he is to be treated. But the party in office and the military system will be very much to blame if the services which the country so greatly needs are not rendered by the only man who can perform them. Various attempts have been made to dispose of him, but, as we should expect from our

A native dispatch says that the Ministry of Finance proposes to mint 6,000,000,000 of the new currency coins for issue this year, and that Russian workmen will be employed for the work.

We are authorized to state that the Hongkong Cricket Club have accepted the challenge of the Shanghai Cricket Club to send up a Hongkong team by the end of September next.

The local office of the Nederlandsche Indische Handels-bank is in receipt of telegraphic advice from the head office at Amsterdam stating that a dividend of 12 per cent. has been declared for the year ending 31st December 1909.

Acting under instructions from the Secretary of State for the Colonies, His Excellency the Governor has been pleased to appoint Mr. W. J. Tutoher to be Superintendent of the Botanical and Forestry Department in succession to Mr. S. T. Dunn, resigned.

The chess and ping pong tournaments at the Chinese Y.M.C.A. are concluded. Mr. Ng Tin Po is the winner of the ping pong competition, while the English and Chinese chess tournaments were won by Mr. K. D. Gaslar and Mr. Ho Ying-Kwan, respectively.

There is published in the Singapore Gazette a draft of a bill to confer on the Supreme Court jurisdiction in divorce and matrimonial causes which will be introduced in Council shortly. The bill affects only Christian subjects and those living or married in the Colony.

His Excellency the Officer Administering the Government has been pleased to appoint Lieutenant R. E. Rodman, R.N., to be the naval representative on the committee for the Wong-ni-chong and Queen's Recreation Grounds, vice Lieutenant E. P. H. Pardee, R.M.L.I.

A prayer meeting will be held at St. Paul's College to-day at 5.30 p.m., which will take the form of Thanksgiving for the Unity of the Churches during the Edinburgh Conference, and the beneficial results that have been obtained. The meeting will be addressed by Col. W. R. St. John, R.E.

A woman who jumped overboard from a Yamat ferry launch, evidently with the intention of committing suicide, was rescued by a passenger. The woman appeared before Mr. E. R. Hallifax at the Magistracy on Saturday, and was discharged, and his Worship signified his intention of commending her plucky rescue to the committee of the Baidies Trust Fund for bravery.

A carpenter on the ss. Arratoon Apcar appeared before Mr. E. R. Hallifax at the Magistracy on Saturday on a charge of disorderly behaviour, and the defendant proceeded against the Chief Officer of the steamer on a charge of assault. Lieut. C. W. Beckwith, R.N., Assistant Harbour Master, sat with this case. After hearing the evidence the magistrate dismissed the charge against the carpenter, ordered the carpenter to forfeit two days' pay and sentenced him to four days' imprisonment without the option of a fine.

THE RICSHA COOLIES' STRIKE.

The strike of richa coolies is evidently nearing an end, and the Government have not found it necessary to resort to any stringent measures with the strikers. True, they might have taught the coolies a wholesome lesson by cancelling their licences and making them take out fresh ones, but they evidently preferred to let events take their course, being of opinion that when rice and money failed the coolies would resume his calling. On Saturday afternoon a few public richas were seen on the streets, and yesterday the number plying for hire had considerably increased. The only trouble now feared is from intimidators, but the police are keeping a sharp look-out, and the malevolent will have little opportunity of interfering with those who have returned to work.

DIVORCE LAWS.

EQUAL REMEDY FOR HUSBAND AND WIFE.

On June 1st the Lord Chief Justice, Lord Alverstone, giving evidence before the Divorce Commission, objected to the proposal to give divorce jurisdiction to County Courts or any inferior Courts.

The difficulty experienced by the poor in getting divorces might be met by the State paying the expenses, as was done in criminal cases.

Both husband and wife, he considered, should have equal grounds for divorces, and neither party ought to be a sufficient justification for the granting of a petition.

The Lord Chief Justice further thought that the wife should have an equal remedy to her husband, but the power and duty to forgive ought to be more easy to the wife than to the husband.

GOVERNOR ARRESTED FOR CONTEMPT.

By the order of the justice of the peace of Pateros, Rizal, governor of the province, Jose K. Santos has been arrested on the charge of contempt of court and released on a bond of P1,000, says the Manila *Coblesman-American*.

La Democracia, special correspondent at Paris, tells the following story of the arrest: The governor accompanied by the president of Pateros fled charges against some soldiers for playing monte. The witnesses produced for the prosecution were secret agents of the governor. After these witnesses had been heard the justice of the peace decided that there was not enough proof to warrant a conviction on the charges.

Governor Santos then proposed to file further witnesses, among them a lieutenant and a sergeant who were in the game when it was arrested. The justice of the peace agreed to this. On the following day the trial was continued and these new witnesses were heard, but still the justice of the peace did not find the evidence strong enough and decided to dismiss.

Governor Santos then called the president and announced that he would withdraw the charges, accusing the justice of being partial, arbitrary and tyrannical. The justice of the peace then ordered his arrest for contempt.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE KAISER.

LONDON, June 24th.

The "Daily Chronicle" denies the report published by the "Daily Mail" that the Kaiser was present at Kiel regatta yesterday.

CHINESE MILITARY MISSION.

LONDON, June 24th.

Prince Tsai Tao and the members of the Chinese military mission were entertained to a banquet at the castle at Vienna. Archduke Francis Salvator represented the Emperor.

RUSSIA AND JAPAN.

LONDON, June 24th.

The "Daily Telegraph's" St. Petersburg correspondent telegraphs that a Russo-Japanese Treaty will be signed in a few days. It will have the effect of bringing Russo-Japanese relations into a phase of neighbourliness which, it is believed, will culminate later in a formal alliance.

The new treaty deals only with Manchuria, the idea being that peace there secures the peace of the remainder of Far East. It accepts unreservedly the "status quo" as the groundwork for future Far Eastern policy.

The correspondent adds that the well-meant but inadequately adjusted action of America and the unfriendliness of China towards Russia contributed largely towards this Russo-Japanese "rapprochement."

BRITISH POLITICS.

CONFERENCE PROSPECTS.

LONDON, June 25th.

Mr. Birrell, addressing a meeting at Bristol, said it was ridiculous to suppose that the Conference would meet to invent compromises. The object of any Conference must be to discover bases of agreement, and if the latter were impossible or unsatisfactory then the politicians would be able to resume the fight as vigorously as before.

THE PEACE OF EUROPE.

LONDON, June 25th.

The Emperor Francis Joseph, in opening the Hungarian Parliament, said the Government's victory was a pledge of the peaceful development and strengthening of Hungary. The Government intended to introduce universal suffrage, and to increase the defensive forces. His Majesty was deeply grateful for the ever-increasing peacefulness of Europe.

THE GREAT PRIZE FIGHT.

LONDON, June 25th.

The Governor of Nevada has intimated that he will not interfere in the Johnson-Jeffries fight to take place in that State on July 4th.

AUSTRIA'S NEW PROVINCES.

On June 1st the Emperor-King Francis Joseph, of Austria-Hungary, while visiting the recently annexed provinces, attended at Szeged, in the Banat, the Roman Catholic, Serb and Orthodox cathedrals, in the Mosque, the Synagogue, and the Protestant Church. He was received with the cordial homage of his subjects of all creeds.

There were picturesquely circumstanced, children presenting him with bouquets.

In his address the veteran ruler exhorted concord, moderation, and unity of effort for the development of the country.

NEW RUBBER MOVE.

According to reports published by the Lisbon Press, a group of British South African capitalists has approached the Portuguese Government with a view to securing the exclusive right of the exploitation of rubber on a large scale at Mocimbatos (Portuguese Africa). The capital necessary is estimated at two millions sterling, but it is thought the promoters of the scheme are willing to provide a sum far exceeding this, should it be required, enormous profits being anticipated. It is stated that the Portuguese Government has adopted a favourable attitude towards the proposal, which will be presented to the Portuguese Parliament after its assembling.

LOCAL SPORT.

CORINTHIAN YACHT CLUB.

OPENING OF NEW CLUB HOUSE.

An event of no little importance in local yachting circles took place on Saturday afternoon when the new premises of the Hongkong Corinthian Yacht Club were opened with befitting celebration and in the presence of a large number of members and friends. The ceremony was performed by Mrs. Francis Clark, wife of Dr. Clark (Commodore).

Mr. Hazeland, Vice-Commodore, in calling on Mrs. Clark to perform the ceremony, commented on the fact that six years ago when the club was formed Mrs. Clark had then performed the opening ceremony, and in presenting her with the silver key he thanked her for again coming forward and opening this new building, which everyone hoped was an indication of good times in store.

Mrs. Clark then inserted the key in the lock, and as she unlocked and opened the door she said—I have much pleasure in declaring this Club House open for the use of members.

Dr. Clark, after all had gathered in the reading room, said—Ladies and Gentlemen—I want to ask you to drink success to the Club. It is six years since it was established, and on the 27th day of January, 1906, my wife opened your first Club house—a small wooden structure which long ago grew too small for the numerous members who flocked to our banner. The only memento of that first Club house that now remains is this very excellent photograph which adorns our walls. The aim of our club has been to foster that true sporting instinct which is the proud heritage of the British race, by encouraging a friendly rivalry among the many salt-water enthusiasts in this Colony.

The Club offers every facility for yacht racing, cruising, rowing, boat racing, motor boat racing, swimming and water polo, and it with these many privileges you are not able to maintain a *mens sana in corpore sano* the fault lies at your door, and not at ours. I have to tender the apologies of your Committee for having so long kept you out of these commodious premises, but we live in a land of Chinese workmen, one of whose mottoes apparently is "Procrastination is the essence of contracting," and so we may be thankful that we are here at last, and that our Club house has only taken three months longer to build than was anticipated. I will remember that when I wanted to run over to Manila for a professional congress on March 1st, last, and assured your Committee that I should be back without fail on the 18th of March, there was some solemn shaking of heads because they feared I would not be back in time for the opening of the Club house. (Laughter.) And here we are at the end of June—which reminds me of a little family secret—I wonder if my wife would mind if I told it to you. Many years ago I

married, and after the necessary preliminaries were settled the solemn question of the date of the wedding had to be discussed. I timidly suggested that June 23rd would be a very good day; seeing that it was my birthday, and that one could not crowd too many good things into one day; but the wretched calendar for that year decided that June 23rd was to be a Sunday, so we fixed the wedding for an earlier day in June. This year another red-letter day in our lives was to occur, and I secretly hoped that June 23rd would be the day, but alas the calendar again interfered, for as the 23rd was a Thursday, and we could not properly celebrate this function except on a half-holiday, we had to make it the 25th. (Cheers.) Of course I could not be allowed to have two parties in one week, and so I am celebrating my 46th birthday to-day as well as the opening of the new Club house. (Loud cheers.) And now let me give you as the toast "Success to the Corinthian Yacht Club—long may it flourish and the typhoons be tender with the building." (Applause.)

The toast was fittingly honoured, and glasses were drained to the future prosperity of this Club of mushroom growth and great possibilities.

After the ceremony the members were "at home" to their friends and refreshments were provided. The large attendance included numerous ladies, and during the sports which followed the band of the 13th Rajputs discoursed selections of music.

The new premises consist of a large and spacious building comprising committee and Secretary's rooms, reading room, tea room, ladies' room and bar room, on the top floor; and dressing room, bath room, store room and boys' room, besides accommodation for the storing of rowing-boats, etc., on the ground floor. Started on quite a small scale in 1904 as an "off-shoot" from the Victoria Recreation Club, in the interests of yachting, this Club has been raised by Mr. McIvor and Mr. Hazeland, together with a few other enthusiasts, in this brief period to the position of one of the foremost yacht clubs in the East, combining as it now does five sailing classes and a motor boat class, while water polo and aquatic sports are also embraced within the sphere of its activities.

The membership at present exceeds 200; and the growing interest in yachting in the Colony promises to raise it very considerably. In Mr. King's yacht there are at present on the slips four cruisers and a 30-foot centre-board yacht of new design in course of construction, all for the Corinthian Yacht Club.

Results of the sports were as under—

WATER POLO.
The polo games were of eight minutes' duration, and were played by specially selected teams. In the first round Marshall's team and Beattie's team defeated Bancroft's and Carroll's teams by 2-1 and 1-0, respectively. The final game between Marshall's seven and Beattie's

was very fast throughout. In the end the former won by the odd goal of three. The following played for Marshall's team—Marshall, Cooke, Snow, Forbes, Rona, Nailer and Davies.

TUB RACE.

L. Rose 1
T. Logan 2
This proved a very interesting and amusing event. With so many entries there were six heats, the winners of heats competing in the final. Rose won a good race by about three yards, and what appeared to be a dead heat for second place was awarded to Logan, who paddled his tub along the full course with great accuracy.

BOYS' RACE.

C. Logan 1
A. Logan 2
C. Logan received a start of 6 seconds by virtue of his age, and swimming in his style won by two lengths, with his brother overhauling him on every stroke.

GREAT POLE.

D. McGee 1
D. Wood 2
This event, as is usual, was the most amusing of the afternoon.

FISG RACE.

T. Logan 1

LAWN TENNIS.

The annual tennis match between teams representing Hongkong and Kowloon was played on Saturday afternoon at the King's Park, and a pleasant game resulted in a win for the visitors by 102 to 74. Scores:—

C. A. Carr and C. Willson beat S. E. Green and H. Brewer 7-4, beat Zedelius and Le Breton 7-4, beat Brown and Mead 9-2 and beat Edwards and Rose 5-6.

H. Hancock and M. R. Harris beat Green and Brewer 6-5, beat Zedelius and Le Breton 8-3, beat Brown and Mead 10-1, and lost to Edwards and Rose 5-6.

R. F. C. Master and R. E. H. Oliver lost to Green and Brewer 3-8, beat Zedelius and Le Breton 6-5, lost to Brown and Mead 5-6 and lost to Edwards and Rose 5-6.

T. H. King and A. R. Sutherland lost to Green and Brewer 5-6, lost to Zedelius and Le Breton 5-6, beat Brown and Mead 8-30 and lost to Edwards and Rose 4-7.

SCULLING.

An American four, made up of the following members, will compete in the international race to be held in connection with the Manila Boat Club's forthcoming regatta:—Mr. E. N. Stevens, stroke; Mr. T. D. Aitken, 3rd oarsman; Dr. Gregg, 2nd oarsman; and Mr. S. R. Brown, bow. The English four will consist of Mr. O. Dykes, stroke; Mr. James E. Harbridge, 3rd oarsman; Mr. Cecil F. Bristol, 2nd oarsman; and Mr. Wm. E. Brown, bow.

CORRESPONDENCE.

A PROTEST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, June 26th, 1910.

SIR.—On Saturday night I visited the Sien Cinema show in Flower Street for the purpose of seeing the excellent films of our late Sovereign's funeral which were being shown, and as a member of the loyal and patriotic audience present I could not but feel deeply impressed and touched by the sad and solemn scene which was depicted so clearly as to make one almost feel oneself an actual member of that enormous crowd in London's streets who had come to witness in every spirit of reverence and homage the wonderful closing scenes in the history of our late dearly loved King.

Imagine, therefore, the pain and disgust that must have been caused to every loyal-minded Englishman on Saturday night by the pious who could think of nothing more fitting and in keeping with the sad scene to play than "Whistling Rufus" "Dolly Gray," and various lively and ill-timed, waltzes during the most impressive portions of the tragic scene before us.

One would have much preferred to have dispensed with the services of that piano altogether, and to have watched the pictures of that mournful procession in a fitting reverence and silence, and I, for one, think that if the management of the above-named show cannot conduct the showing of these films with a better regard for the feelings of its audience and a more decent sense of the fitness of things, it were better to prohibit the display of these films, as the above mentioned occurrence is a downright disgrace in a loyal Colony like Hongkong.—Yours truly, "PROTEST"

THE COLONY'S FINANCES.

The Colonial Treasurer's financial statement for the month of April shows a balance of assets and liabilities on March 31st of \$51,640.55. This amount, together with \$717,553.29, revenue from April 1st to 30th, gives a total of \$769,193.84. Deducting an expenditure for the same month of \$599,545.97, leaves a balance in hand of \$169,647.87.

The statement of assets and liabilities places the total assets at \$411,105.26, and the total liabilities at \$241,457.39. The balance standing to the right side of the ledger is therefore \$169,647.87. Reimbursement due by railway construction account on March 31st was \$976,890.05, from which has to be deducted a credit balance on account of April of \$127,285.74, leaving \$849,604.31. This amount, plus the credit balance previously mentioned, leaves a balance of assets (General Account) of \$1,019,252.16.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zafra* left Manila on the 24th inst. at 5 p.m., and is due here to-day at daylight.
The I.G.M. str. *Yorak* left Shanghai via Foochow on the 25th inst. at 7 p.m., and may be expected here on or about the 29th inst. at 8 p.m.

RANDOM REFLECTIONS.

We have had other things than the weather to talk about this week. There was the risha coolies' strike, the interesting prosecution at the sessions, the scarcity of water, and the troublesome Siberian mails.

June, associated with pleasant thoughts of leafy trees and waxy grass at Home, has been a very pleasant month even in Hongkong. The heat has not been too oppressive so far, just sufficient to make water sport enjoyable and to make cool drinks appreciated, but there can be no doubt that summer is here, and we must be prepared to lose a few more ounces in perspiration before the days of dark clothing return.

A feature of the past week was the number of evening cruises, or moonlight picnics, as they are locally termed, and the charm of cool breezes, silvery moonbeams on the water, and good fellowship have made many happy hours pass too quickly.

It has been the custom in Hongkong of late to complain about the quality of the water, but fortunately, it is not so bad as in Toronto, where the water, according to an American contemporary, is so bad that they have to strain it through a ladder to separate it from the debris. Citizens take it out of the tap with a gimlet, and treat it with a solution of chloride of lime and sulphate of copper to remove the germs. Any germs that are too big for this treatment they take out to the back alley and kill with a club.

Our mail delivery has caused some dissatisfaction this week. Mails have been announced *ad Siberia*, but, as on a former occasion, one or other seems to have gone astray, and the delivery of letters antecedent to others not yet received adds to our worries. The blame for this doubtless to be found out of the Colony, but if the statements which have been made regarding the lack of attention which the Postal Authorities give to the receipt of the Siberian mail here and the failure to meet the steamers bringing the despatches from the North be true, then something should be done to bring them to a different sense of their duty. Perhaps the Acting Colonial Treasurer can advise the Postmaster General in the matter.

A good bathing story has just reached me. It concerns two male creatures who having a launch at their disposal proceeded to a somewhat distant bathing ground not usually patronised during the week, and in the belief that they were far from "the madding crowd" decided to wade in the water without donning the usual costume. While disporting themselves to the full they were stricken with horror to find that another launch, with a mixed party on board, had anchored alongside. As they were in sight of the ladies on the other boat, the luckless waders could not ascend into their boat as they were, and the boy was instructed to throw down their bathing suits. This was done, and then ensued one of those exhibitions which have to be seen to be enjoyed. The language was—well, pithy and picturesque, and applied to several generations of the innocent but offending persons on the intruding launch. The weighty member of the twin seemed to experience most amusement at the scene, and when he had accomplished the feat it hardly seemed to be worth the trouble—there was so much of the dress missing! "The moral is—But I dare say you all know it."

It is noteworthy that lonely St. Kilda, that outmost isle of the Scottish Hebrides group, has probably only just learned of the death of King Edward. When Queen Victoria died at least six months elapsed before the St. Kildians knew of it.

In a recent telegram it was reported that certain questions were asked by Sir H. Dalziel, the member for Kirkcaldy, a name the pronunciation of which offers a deal of difficulty. Some owners of the name call themselves Dal-yell, some Dal-zell, some Dal-zel, and some simply D'I while the late George Dalziel often alluded to himself as "Dezzle." Professor Dalziel of Edinburgh, preferred the second pronunciation, and in his later years always dropped the "i" when signing his name. When challenged about it he replied, "Why not? If an 'i' offend thee, pluck it out."

The strike of risha coolies has not been an unmitigated evil. It has enabled us to appreciate the unwonted quiet of our streets and it has made some people who would faint at the suggestion of exercise enjoy the novelty of walking. But, these things apart, the strike certainly calls attention to an unsatisfactory condition of things. The coolies, who are as a class cheeky and turbulent and noisy and avaricious, are still deserving of a little sympathy. They are in the hands of the owners from whom they hire the vehicles, and the fifty cents they have to pay before they can earn enough for their daily bread does seem an extortionate demand. At the same time the payment of five cents for time rather than for a certain distance is a grievance which the thoughtful public will recognise.

At the time the liquor duties were imposed in Hongkong I suggested that it was unfair that the teetotaler should not be called upon to contribute to the revenue. Opinions in this direction are forming at Home, and I have seen it suggested that the taxation of "soft drinks" is only a question of time. A statement is issued that the Londonderry Distillery is to be closed, throwing out of employment 200 men. The statement goes on to say that for a number of years there had been a decrease, equal to about 4 per cent, in the consumption of whisky. The present condition of the distillery trade in Ireland and Scotland, however, was due to the imposition by the Budget of the additional 5s 9d per proof gallon. That increase meant a rise in the price of whisky, which resulted in a

decline in consumption of between 25 and 30 per cent. That decline would be permanent, and would, of course, increase if the natural decline of 4 per cent. continued.

The list of birthday honours published on Saturday is explained by the fact that although King George was born on June 3rd the official observance of His Majesty's birthday has been fixed for June 24th, a date which approximates to the time at which the celebration was customary during the reign of the late King Edward, who was born on November 9th. The national observance is the subject of a special announcement each year, and in the case of King Edward, though the same date was not chosen on every occasion, the event was always recognised on one of the later days of June. Queen Victoria's birthday was always celebrated on May 24th, the day on which she was born.

Congratulations to Mr. Tatcher on his succession to the head of the Botanical and Forestry Department. The promotion to the post of superintendent, vacated by Mr. S. T. Dunn, has been well earned, and the many friends he has made in the Colony will join with me in letting him know how pleased we are that his merits have been recognised by the Secretary of State.

CANTON OPIUM MONOPOLY.

The Provincial authorities have issued the following regarding the working of the opium monopoly—

1. The monopoly has been granted, not to obtain an increase of revenue, but as an aid to the measures taken for the suppression of opium smoking. The laws already passed for its suppression have not been thoroughly enforced, and so it is necessary that the price of the drug be made higher and higher, when the number of smokers will of necessity become smaller and smaller.

2. The price of opium varies in different places, and steps will be taken whereby the price of the drug may be fixed. In Canton the drug is dearer than in some places, but even here the average price is only \$3.50 per tael for imported opium and less than \$2.00 for native opium. The present tax is thirty cents per tael, and this will be raised, and if the scheme is successful the authorities of Fokien, Che-Kiang, Kiang-Su and other places will follow this example and thus further the desire of the government to suppress opium smoking.

3. Formerly the person collecting the opium tax was the one who by virtue of his tendering more money than others acquired the right of selling the drug. Under the new scheme this will not be the case, as one of the objects of granting the monopoly is to discover the actual amount of drug consumed and to restrict the number of smokers. The officials are unable to carry out these arrangements properly, and if Yamen runners are used it may lead to trouble. Therefore, it is advisable for experienced merchants to collect the tax on behalf of the officials.

4. At present, the total opium consumed about 30 per cent. is native and 70 per cent. imported. If the tax is levied on the former the amount raised will not be much, but according to the Chiao-Tseu Treaty, tax may be collected on arrangements opium retailers are to be given or give certificates to their customers, who are to be asked to pay a reasonable tax according to the quantity of prepared opium bought. Thus no foreign power can interfere, as the tax is to be on prepared opium only.

5. The amount of foreign opium imported may be proved from the Customs registers, and in the same way the amount of native opium can be proved from the local customs houses. If the amount of consumption remains unknown smuggling will continue to occur. Therefore, a certificate relating to the buying of raw opium is to be given and the merchant is also requested to give a permit to the buyer for the boiling of the same, and the tax for the right of doing so will be levied according to the quantity of opium required to be prepared.

6. As the merchants have to collect the tax on behalf of the officials, the responsibility of the collection rests on the merchants. Rewards will be given for the encouragement of merchants. Of the total tax collected 80 per cent. will go to the Government and 20 per cent. to the persons concerned in its collection.

7. In Canton an experienced and trustworthy merchant will be appointed as Director, and he will oversee all the opium dealers in the city and districts and collect the tax. Every ten days reports concerning the sale of the drug in the City are to be sent in and reports of a like nature from the districts every month. No delay will be allowed in the forwarding of these reports.

8. With regard to the importation of opium, Kwong Chow is the most important place. The opium dealers of the Nam Hoi and Pun Yu districts number 40 per cent. of the whole number in the province. A special man will be deputed to watch sales in these places and a special man will also for that purpose be sent to Swatow, in which town and its vicinity the consumption of opium is a fourth of the whole consumed in the province. There will be no need to send a special man to the western districts of Kwong Tang.

9. The merchants are to collect the tax, but they will be subject to an office which is to be established for the purpose of inspection and investigation. Reports of all sales are to be sent to the deputy in charge of this office, who will forward a statement every ten days to the Anti-Opium Bureau.

10. The deputy is to examine the account books of the dealers, and to do all in his power to prevent wrong statements being made by retailers. He will also be responsible for the care of the permits to be given when opium is to be bought.

Ten further items, dealing with the amount of opium at present consumed and the amount of money to be levied under the new arrangements will be sent for publication to-morrow.

THE CHINESE MISSION IN GERMANY.

Prince Tsai Tso and the members of the Chinese Military Commission were received on May 29th at the New Palace, Potsdam, by the Crown Prince, in the presence of Baron von Schoen, Secretary of State for Foreign Affairs, the Emperor being represented by the bandage on his right hand from putting on a parade uniform.

Prince Tsai Tso accordingly delivered the address designed for the Emperor to the Crown Prince instead.

The Emperor enjoyed in the whole world the fame of a prominent strategist, having above all the training and preparedness of his army at hand. Prince Tsai Tso was convinced that His Majesty would use the power afforded him by the strongest army solely for the maintenance of peace. The friendly relations between the two countries had in the last few years assumed an even more intimate form. He hoped the German officers would assist him with their advice in all military questions, and enable him to fulfil his mission and co-operate after his return to China in the reorganisation of the Chinese army.

Thanking the illustrious visitor in the name of the Emperor, the Crown Prince said the German authorities would make every endeavour to enable the mission to obtain an insight into everything that could be of interest to them. He was convinced that the visit would contribute still more to the promotion of good and friendly relations between the two countries.

The mission was afterwards received by the Emperor, refreshments being handed round.

RUBBER GROWING IN QUEENSLAND.

The recent rubber boom has drawn attention to the large area in North Queensland where plantations might flourish, and Australian capitalists find a profitable field for investment. The experiments made in testing the value of various kinds of imported rubber trees at the Kamerunga State Nursery, the knowledge gained of the kinds most productive and best adapted to the soil and climate, and the offers made of sucklings and seeds to intending planters by the department has shown that all due encouragement will be given by the Queensland Government in furthering this industry.

Abundant proof has been given, too, that such prolific trees as the Assam, the Para, and the Ceara will grow well on the northern lands, and give a large amount of rubber latex, and that if plantations of them are formed considerable fortunes can be made. Suitable land can be obtained at a low price, and the planting of the young trees need not involve an extensive outlay.

That North Queensland is adapted for the production of rubber is evident from the number of indigenous trees and vines that exude it. Attempts have occasionally been made to turn these native rubber trees to commercial account, but no systematic industrial use of them has yet been made. A short time ago a climbing vine, growing in the neighbourhood of Charters Towers, was found, on rubbing it in the hands, to exude a fluid which was thought to be rubber. The fluid extracted was placed in a tin over the fire and roughly prepared, and genuine caoutchouc was produced. This vine is a good rubber yielding creeper. It is stated that it was introduced into Queensland about twenty-eight years ago from Madagascar, but in various places in the north it is growing as if native to the soil.

THE PIRATE QUEEN.

In the steamer *Amiral Poyet* there has arrived at Marseilles, with a party of thirty-four, a remarkable woman, a pirate and a murderer, a remarkable woman, one of the wives of the pirate, exercised a dominating influence over the pirate king and his followers, a power she even preserved throughout the voyage, which the prisoners made in a specially constructed iron cage built amidships. The other prisoners on receiving their ration immediately handed them to Co-Ha for distribution, and she laid down iron regulations for the prisoners' life on board. Her word was always scrupulously respected.

Co-Ha is a small, hard-faced woman of about thirty, and she has the reputation of a witch among the pirates, and she ferociously hated the white men. When the prisoners landed it was she who marched proudly at their head, taking not the slightest notice of the crowds who watched the debarkation of the prisoners on their way to the Ile de Re, in the Bay of Biscay.

THE BRAZILIAN NAVY.

The official full-speed trial of the torpedo boat destroyer *Parana*, built for the Brazilian Government by Messrs. Yarrow, Glasgow, took place on May 17th on the Atlantic deep water measured mile at the mouth of the Clyde, when a mean speed of 23.736 knots was obtained during a continuous run of three hours, the mean air pressure being 2 inches. The above speed was obtained carrying a load of 100 tons, and it may be interesting to note that the contract speed of this vessel carrying this load is 27 knots.

The trial was under the supervision of Captain Joaquim Ribeiro da Costa, Captain Rosendo de Almeida, Captain Anythas Jose Jor, and Captain A. Helene Pereira, who will command the vessel.

The *Parana* is the ninth of the ten destroyers ordered by the Brazilian Government from Messrs. Yarrow. The first seven are now in Brazil, and the eighth will be leaving the Clyde shortly.

The dimensions of the *Parana* are—Length 240 ft., beam 25 ft. 6 in., and draught 10 ft. 6 in. She is a double-ended Yarrow boiler of the latest type.

In these Brazilian destroyers, strength of construction and good sea-going qualities were deemed as in the British Navy—of even greater importance than high speed, as both the British and Brazilian destroyers have a guaranteed speed of 27 knots.

UNITED SOUTH AFRICA.

"SUBJECT TO GOOD BEHAVIOUR."

Reuter's correspondent on June 1st reported that the Zulu chief, Dinisulu, who was sentenced at Durban, in March, last year, to a fine of £100 and imprisonment for four years, to count from the time of his arrest, 15 months before, for affording shelter to followers of the defeated rebel chief, Bambata, will be transferred to Pretoria.

At the first meeting of the Union Cabinet in Pretoria, it was decided to release the Zulu overlord, Dinisulu.

He will in future live at Nylstroom, in the Transvaal, with his wife, where he will be afforded reasonable liberty, and given an allowance of £500 per annum, subject to good behaviour.

STRAITS SHIPPING RING BILL.

DOMESTIC REMEDIES PROPOSED.

The Straits Government Gazette contains the text of the proposed Legislation against the shipping ring. It is described as "An Ordinance to impose a duty on certain bills of lading and to protect shippers of goods from excessive charges and undue restrictions," and one of the clauses explains that it is directed against—

Any agreement or understanding designed for or having the effect of maintaining rates of freight at an unduly high level, or regulating or controlling rates of freight in a manner injurious to the trade of the colony.

The proposed method of countervailing such agreements or understandings is to put a tax on the bills of lading of all goods sent by steamers the owners of which are not exempted by a special notification that they are not parties to an agreement or understanding. This is provided for in sections of the Ordinance which we summarise as follows—

On all bills of lading a duty of 20 per cent., but in no case less than 100 dollars of the amount of freight under such bills of lading, shall be paid by the steamship owner to the Colonial Treasurer within 7 days (Secs. 3 and 4).

A person who has shipped goods under a bill of lading on which the 20 per cent. duty has been paid shall, on proof that he is not a party or agent of a party to any agreement or understanding, be returned to him by the Colonial Treasurer the amount of the duty paid on that bill of lading (Sec. 8).

The Shipping Conference deferred rebate of 10 per cent. of freights or any such higher or other percentage of freights as may from time to time be prescribed, is made recoverable in a court of law.

Conventions of the Ordinances render the defaulter liable to a penalty not exceeding \$1,500 on trial before a District Court (Sec. 12).

Shippers by Conference vessels get what is known as a deferred rebate of ten per cent. on the amount of their freights, provided that they give the whole of their cargo to Conference ships. Persons who are "parties to the agreement," get this 10 per cent. and in addition a special, or as it is called "secret," rebate, equal to 5 per cent. of the whole of the freights is paid to a select few of the powerful firms to ensure their support. As roughly, the shippers of half the freight are inside and half outside the favoured circle, the 5 per cent. special rebate is equal to about ten per cent. of the freights, paid by insiders. The secret rebate, therefore, a total of 20 per cent. on their freights.

If, after the passing of the Ordinance, the Shipping Conference continued on its present basis, insiders would continue to get back the average of 20 per cent., but outsiders would get back 10 per cent., i.e., the 10 per cent. deferred rebate and the 20 per cent. duty on bills of lading.

CHOLERA OUTBREAK IN PHILIPPINES.

Three doctors, five American sanitary inspectors and 45 Filipino inspectors are now in the field in Pangasinan combating the spread of cholera, so serious have conditions become in that province. In order to assist in maintaining a quarantine and thus aid in the control of the spreading disease a detachment of constabulary under Lieutenant Whitlock has been sent to the capital of the province.

Local reports from the province, say the Manila *Call*, were anything but encouraging. Ninety-three cases, accompanied by 76 deaths were recorded for the 24 hours, making a total of 109 cases and 89 deaths that day in the three infected provinces of Pangasinan, Bulacan and Zambales.

Several cases have come to light in the city, two deaths occurring on June 22nd and two on the day before. Dr. Paul Lloret, a well-known Spanish lady of this city, was seized with the disease. She is attended by Dr. Bartel, but her life is despaired of. S. M. Lloret is one of the wealthiest Spanish women of the city and lives on Calle San Marcelino.

THE PATHOLOGY OF MALARIA.

Major Ronald Ross, F.R.S., delivered the first of two lectures in Malaya on the pathology of malaria. He sketched the history of malaria, which he said was part of the history of the civilisation and began in the very earliest days of civilisation.

An interesting chapter opened with the history of malaria in Greece. The Greeks recognized the general law that malaria was connected more or less with marshes; and in fact anti-malarial work was undertaken in 500 B.C. in Sicily. After about 400 B.C. malaria began to be intense. The rise of temperature due to malarial fever was well known to the ancients, and they recognized, too, the different types of malarial fever. Through the Dark Ages little was known of the progress of the disease, but about 1530 the great discovery of cinchona bark was made. In 1700 researches were again commenced into malaria, and the point was then emphasized that malaria was connected with the presence of a parasite, the science of rivers.

It was about 1850 that the science of pathology was practically born, and with the great work of Pasteur, Koch, and Lister great strides in the study of malaria were made. It was discovered that one of the most salient features was the occurrence of black granules in the blood and deposits of them in the spleen. Photographs of black patients showing an enormous distension of the stomach due to the enlargement of the spleen were shown upon the screen. The work of Laveran, and the recognition, too, of the malarial parasite, the young French surgeon, who made a special study of the black granules, and of Dr. Galvani, the Italian observer, were dealt with, and it was pointed out that the latter discovered that the malarial fever larva at the moment when the spores of the parasites discovered by Laveran were thrown out by fission. The lecturer drew attention to the enormous number of parasites present in a patient's blood. He calculated that the number of black corpuscles in a man was 15 million millions. A large number of these corpuscles were infected by the malarial parasite, and an enormous number of parasites were required to produce any illness at all.

COAL.

Hongkong, June 26th.—The arrivals of coal to the island amounted to 57,600 tons of Japanese; 3,000 tons of Hongkong; and 6,700 tons of North China. The coal expected is 50,400 tons Japanese, 6,000 tons Hongkong, and 10,700 tons North China. Quotations according to Messrs. Hughes & Hough's are as follows:—

Cardiff, \$10.00 to \$14.00 ex-quay, nominal. Tientsin Lump, \$10.50 to \$11.00 ex-ship, nominal. Tientsin Lump, \$7.75 to \$9.50 ex-ship, steady. Moji Lump, \$6.00 to \$8.00 ex-ship, steady. Moji Lump, \$9.25 to \$9.50 ex-ship, steady. Labuan Lump, \$9.00 ex-ship, steady.

DISTINGUISHED SOLDIER'S CRIMES.

On June 1st Captain James Henry Edward Holford, D.S.O., of Mount Pleasant, Old Warden, Birgesswade, Bedfordshire, who pleaded guilty at the Old Bailey to a charge of having fraudulently converted to his own use two diamond head ornaments, of the value, respectively, of £1,550 and £1,200, and a diamond and pearl collar, worth £1,450, of which he was a bailee, was bound over, and released from custody.

The Recorder took into consideration the fact that accused had already been detained some months in custody, and also his distinguished career.

The case for the prosecution, as outlined by Mr. D. Muir at the Marlborough-street Police Court on March 13, was that the defendant obtained the jewellery from Messrs. Edwards, Limited, Piccadilly, with the intention of immediately raising money upon it, not being then in a position to pay for the goods. The defendant, it was alleged, first pledged the two diamond collar on the same day as he obtained it. Among the letters read by counsel was one which purported to be written at Birgesswade (in the absence of the defendant) by "John Fyfe" and in it was enclosed a letter written by the defendant in which mention was made of an offer of £2,000 for an estate. Mr. Muir described both "John Fyfe" and the estate as fictitious. Counsel asked that Messrs. Edwards ultimately received restitution. After evidence had been heard, Captain Holford (who then pleaded not guilty, saying that he had no intention to defraud, and though pressed for money at the time believed that he would be in a position to pay for the jewellery) was committed for trial at the Old Bailey.

DETERIORATION OF KOREAN CATTLE.

AN EXPERT OPINION.

The *Kiji Nippon* prints a statement said to have been made by Mr. Harashima, Director of the Livestock Section in the Department of Agriculture, Commerce and Industry. Mr. Harashima is pessimistic as to the future of Korean cattle. He said—

"Korean cattle are deteriorating year by year, due to the reckless export of them to Japan and Russia. The cattle produced in the provinces of Kankwon, South Hamkyong and South Pyongan are chiefly exported to Vladivostok and Wonsan or Songjin. The annual export of cattle to the Russian port amounts to 4,000 or 5,000 head. The object of the export of the cattle is to slaughter them in order to obtain meat. Russian merchants engaged in the business are endeavouring to purchase Korean cattle on a large scale. For instance, when they go into the interior for that purpose they are accompanied by veterinary surgeons and purchase the best sort of cattle, paying quite a large sum of money for them. Korean farmers are little about the future of their live stock and willingly give up their cattle on the condition of a large sum of money. In this way cattle in North Korea are gradually disappearing."

"The cattle produced in North and South Kyoungsang-do, Whanghae-do and South Pyongan are exported to Japan and Fusan, the object of their export being employment for tillage. The number of cattle exported to Japan from southern Korea is over 2,000 a year, and include the best breed. Thus 7,000 to 8,000 head of the best breed of Korean cattle are annually exported to Russia and Japan, causing great deterioration of the breed at home."

To prove his contention Mr. Harashima stated that besides the export of cattle a large number of cows were found to be too large for the Korean cattle of the present day. Under the circumstances, if no measures for the improvement of the breed were taken, Korean cattle would retrograde more and more. At present, therefore, Mr. Harashima concluded, the Authorities should give serious consideration to the future of live stock."

HONGKONG'S

A writer in the *National Review* has the following to say of Hongkong:—

"Time spent at Hongkong is never wasted, though Hongkong is not China. It has the most beautiful and picturesque harbour I have ever seen; yet the Hongkong people do not appreciate it, being engrossed in the pursuit of the diminishing dollar."

It has not the extent of Sydney harbour, but it is far more magnificent, because it is backed by mountains; and the innumerable junks and sampans give it special characteristics to which Sydney can never attain.

The business quarter of Hongkong is changing out of all recognition, and its vast new blocks of offices and shops are as Occidental as Birmingham. But I have never ceased to prophesy that tribulation will overtake the Europeans of Hongkong for their criminal neglect of their own advantages.

The day will come when the rich Chinese will be occupying all the available sites on the cool summit of the Peak, and all save the richest of the Europeans will be crowded on the slopes of the city below. Then, when it is too late, the Europeans will want to turn in effigy the official who punctured a fatal hole in the Peak Reservation Bill.

TRADE AT VLADIVOSTOK.

Trade in the Vladivostok district has been in an extremely depressed condition ever since 1906, but there have been lately signs of improvement. The following notes from Mr. Consul Hodgson's report for 1906 will prove interesting.

A notable feature of the commercial system at Vladivostok has been the great extension of the credit system, due to the fact that firms almost without exception work on a small capital. This feature during the adverse times were of unexpectedly rare occurrence, the banks being too deeply involved to allow their clients to fail. On the whole it may be said that trade locally showed considerable powers of resistance, and having returned to normal channels, will now continue to develop fairly on a more substantial basis than before. The vexed question of the re-imposition of Customs duties having been at last settled cannot but have a tranquillising and steadying effect upon commerce generally, while the fact that the Government are again devoting large sums to the erection of buildings is of great importance for the prosperity of the town.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Lint, Charms and Special Skin Tonic and Emollient will enable you to do it. Har Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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JAPANESE PAPER TRADE.

PRODUCTS IMPROVING.

The annual report of the Yokohama Foreign Board of Trade for 1909 contains some interesting particulars relative to the paper trade of Japan. It states that the general conditions of the Japanese paper market depend in a large measure on the amount of stock carried over from one year to another. In other words, the home price does not entirely regulate the prices in Japan. The average yearly increase in the demand for foreign paper is about 15 per cent. During 1909, in spite of the general depression, the importation of practically all kinds of paper showed a marked increase. The stock of printing paper carried forward from 1908 to 1909 was comparatively small, and the price was fairly well maintained last year, but prices of drawing, foolscap, and fancy papers suffered owing to the heavy stocks left over from 1908.

Sulphite paper, which is a substitute for common Japanese paper (Hanshi), was in such demand that the Japanese mills started making a quality similar to that which was being imported, and the local product has proved so satisfactory that two-thirds of the demand is now being manufactured in Japan. Japanese mills are really improving their products; formerly the best paper which they produced sold at about 9-15 sen per lb., whereas they are now manufacturing a grade which sells at from 10 to 10½ sen per lb. As regards printing paper a smaller stock has been carried forward to 1910 than was the case a year ago, and prices should therefore be maintained.

Owing to the competition of Continental news paper, the local mills, about half of whose entire production is of this grade of paper, have had to reduce their price from 2.50 yen per ream to 2.40 yen per ream. One of the large news paper mills will shortly put into operation four new machines, which will turn out, roughly, 4,000,000 lbs. per month, and it is anticipated that this will seriously affect the importation of Continental news paper.

In general stocks have moved very satisfactorily during the year, which indicates that the stringency of the money market during 1908 was probably responsible for the falling off of imports, rather than the replacement of foreign paper by the local product. It may also be said that restored confidence in dealers has made it possible to give them greater financial facilities, which has naturally helped importation and delivery.

PRICELESS MING.

There is a crisp interrogatory sound about the word "Ming." What is Ming? The connoisseur in Chinese art, however, knows it well; and when he hears that the collection of Sir William Beckett is to be seen at Sir Gore's in Bond Street, he realises what to expect.

He thinks of the great porcelain factories which after centuries of scattered effort began to assemble one Chinese city under the patronage of the Emperors; he sees the narrow streets, and the blazing kilns, and the master workmen toiling for a lifetime to produce a supreme effort worthy of Imperial approval; he imagines the isolated masters at last laying the secure foundations of the art which was to flourish with a thousand branches under Kang-Hsi and Yuen-Fan, finding the secrets of the glazes and contriving masterpieces.

If the connoisseur is also a collector, he may be in two minds about Ming; for under the Ming dynasty Chinese porcelain had not reached its superb period; its Raphaels and Titians were yet to come. Consequently, its masterpieces are not numerous, and the range both of its forms and its decoration is not large. But when a Ming masterpiece does emerge, it makes the beholder hold his breath. It seems to contain in itself all the miracles of the art which was to follow in its footsteps. It is like a phoenix, by a primitive, a Van Eyck or a Fra Angelico.

Sir William Beckett's collection holds some of these masterpieces. The chief of them are the black porcelains. A black porcelain is one on which flowers and birds stand out like an a hard shiny ground of lustrous black.

It has a soft iridescence which is possible—age may have given it, but which in any case no living potter now can imitate—nor, as far as one knows, has any but a Chinese potter ever been able to produce.

If I were a collector, I would collect nothing but Chinese black. If that were his aim he would never have money to collect anything else, unless he were a millionaire; for the great example of these porcelains in porcelain are worth thousands of pounds. There is a pair of them at Mr. Gore's black, an embroidered, as one might say, with birds of paradise and chrysanthemums and peonies, and magnolias, which, if their value were put into an annuity would provide a respectable income for a journeyman.

There is another, very delicate, a delicate sort of colour, green and yellow and aubergine, with crimson peonies to flame out on the crimson background, which, if he possessed it, even a poor man might elect to keep, rating the satisfaction of its beauty higher than meat or drink.

It is these black porcelains which, as may be perceived, chiefly stir the depths of enthusiasm, but the collection is many other things equally noble of this Gothic period of Chinese art. There is, for instance, a fine dining example of the yellow green porcelain of the Ming dynasty, there are two glasses of this porcelain; one called Famille Jaune, because yellow is its note, the other Famille Verte, because green predominates. But the vase numbered 97 is enamelled alternately with green and yellow panels; and must be held to be almost unique—at any rate a specimen whose rarity is equal to its beauty. There are other examples in this eclectic collection of only a hundred pieces of all these three kinds of porcelain; as well as some of the most beautiful Ming figures, in some of which we can trace the inspiration of the Dresden figures of Europe. There is powder blue; and coral red; and a lovely Chelam vase with panels like pictures set in jade; and there is an endearing one of eggshell porcelain plates.

THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular dated June 3rd.

Silver has continued to accumulate in this country. £12,000 of £20000 to the Continent and £500,000 to the East are considerably less than the imports during the same period. The result is that although monsoon prospects are bright, so far as one can tell at so early a date, and Chinese sales have been on a much smaller scale, the cash price has fallen, though we are a month nearer the probable realisation of the hopes which have prompted most of the purchases for many weeks past. It is easy to understand, as purchases on speculation in anticipation of first Government buying have now attained almost unrivalled proportions. Still, as long as holders are content to wait, and even continue to support the market, when it shows weakness, there is no reason to fear a collapse.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"DELTA"
FROM BOMBAY, COLOMBO AND STRAITS.

Cargoes of Cargo by the above-named vessel are hereby informed that their goods are being loaded and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex "Moldavia".
From Persian Gulf, ex B. I. S. N. and P. & O. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 days.
Goods not cleared by the 28th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

B. A. HEWETT,
Superintendent,
Hongkong, 22nd June, 1910. [1]
EAST ASIATIC COMPANY, LTD.,
COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship
"SIAM"

Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

All claims must reach us before the 3rd July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents,
Hongkong, 22nd June, 1910. [16]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM EUROPE.

THE Company's Steamship
"CARDIGANSHIRE"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th inst., at 6 p.m., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 3.0 a.m. on the 30th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co. Ltd.,
Agents,
Hongkong, 23rd June, 1910. [77]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from **THE LABUAN COAL-FIELDS Co. Ltd.** who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."
BRADLEY & Co., Agents,
Hongkong, 12th August, 1909. [628]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1909. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 29th January, 1910

The "British Medical Journal" says:—
"Benger's Food has, by its excellence, established a reputation of its own."

BENGER'S

Benger's Food is soothing and satisfying. It contains all the elements of a natural food in a condition suitable for immediate absorption.

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YOKOHAMA: M. ARADA, Esq.
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WORLD'S FIGHTING POWER

Mr. Pittman Pulsifer, compiler of the American Navy Year-book, and statistical naval expert of the United States Senate has prepared for the Senate a special report on the present strength of the navies of the world.

| | No. Tonnage. | No. Tonnage. |
|---------------|---------------|--------------|
| Great Britain | 445 1,788,350 | 95 1,301,680 |
| United States | 146 685,706 | 44 592,691 |
| Germany | 199 629,200 | 36 434,834 |
| France | 431 602,920 | 38 414,265 |
| Japan | 179 400,369 | 35 343,255 |
| Russia | 209 259,63 | 15 162,409 |
| Italy | 112 216,038 | 19 195,695 |

Mr. Pulsifer computes the following table of warships completed and provided for:—

| | No. Tonnage. | No. Tonnage. |
|---------------|---------------|---------------|
| Great Britain | 498 2,106,873 | 108 1,581,680 |
| United States | 179 839,945 | 50 742,341 |
| Germany | 233 820,692 | 46 654,334 |
| France | 603 766,906 | 46 552,183 |
| Japan | 191 493,704 | 40 408,465 |
| Russia | 224 412,250 | 23 313,136 |
| Italy | 122 259,278 | 25 295,359 |

The average of first-class battleships and armoured cruisers is computed by Mr. Pulsifer to be as follows:—

| | No. Tonnage. | No. Tonnage. |
|---------------|--------------|--------------|
| Great Britain | 17 353,700 | 386 |
| United States | 10 321,650 | 204 |
| Germany | 13 275,000 | 208 |
| France | 10 275,000 | 79 |
| Japan | 6 1,840 | 118 |
| Russia | 4 92,000 | 98 |
| Italy | 4 80,000 | 68 |

At first the stranger in Peking yearns for the pastures which he has left behind him in the West, and he wonders how long he can endure. But if he is to learn to still his imagination and choose his life for himself, he then comes to care that the staff of life is solid and dirt-encrusted, his ordinary organs become, as those of the Chinese, impervious to bad odours, and he is simply because he has to.

In the matter of food a Chinaman's taste is unique and entirely his own. He admits no other standard. He favours the worship of ancestors in his religion, and apparently has a taste for the mixture in food. For everything has a vague flavour of the past, and it suggests the idea that you are dining off the relics of a museum.

In your own house you make an attempt to superintend the boiling of water, which is otherwise dangerous to drink, and you eat with a certain feeling of security that all is well. But in a restaurant your uneasiness returns, and you are filled with strange misgivings. Consequently it was with a little trepidation that we accepted an invitation to dine at a Chinese restaurant the other evening, though it proved to be on inquiry one of the best that Peking offers—the resort of mandarins, scholars, and men of business.

THE ENTRANCE.

The manager and his staff, in long, crumpled, blue linen coats, received us each separately in a curious jerky fashion, bending at the knees and waist. Then the head boy, a pork-marked, lucky fellow, took us into an uneasy-looking passage, which falls as it led to the door of forty thieves. However, after feeling our way cautiously for an interminable minute and stumbling over steps in the dark, we eventually disappeared on invitation to dine at a Chinese restaurant the other evening, though it proved to be on inquiry one of the best that Peking offers—the resort of mandarins, scholars, and men of business.

A MEAL IN A STRANGE EASTERN RESTAURANT.

The production of rubber is still inconceivable, and will remain so for some years to come. A great deal of clearing and planting of new ground has been done during the past 12 months and the demand for land suitable for rubber cultivation has been strong. Numerous estates which have not proved successful under coffee have been disposed of, and in cases where rubber had been planted for a year or two prices paid were very high. No figures are so far procurable showing the acreage under rubber in Netherlands-India, but an attempt has been made to ascertain the amount of capital sunk in rubber estates in Java, Sumatra, and Dutch Borneo at the end of last year, with the following results:—British, £2,500,000; Dutch, £1,500,000; Franco-Belgian, £1,450,000; and German, £1,850,000. Total, £5,640,000. These figures, however, are merely approximate.

TRADE OF JAVA

No. 4434 of the annual series of Diplomatic and Consular Reports contains a report for 1909 on the trade and commerce of Java, by Mr. Consul J. W. Stewart.

After remarking that the year was a more than usually prosperous one for the island, it goes on to say that the principal feature for the year in Java has been the steady influx of capital—mostly British—into investment in agricultural undertakings. Rubber and tea are the cultures which have formed the principal attractions for investors, and there has been a sharp advance in the value of land suitable for the cultivation of these products. As regards tea, the expectation of greatly increased exports during 1909, in view of the increased acreage coming into production, was not realized, owing to the unfavourable weather, and the shipments to all parts only totalled 36,670,000 lb., against 36,579,536 lb. in 1908, and 29,286,402 lb. in 1907. The quality of the product continues on the average to show improvement. Last year the United Kingdom imported 12,285,360 lb. of tea from Java.

After a polite twenty minutes had passed in sampling these concoctions, our host, with a queer smacking-in noise and spoon uplifted, cordially invited us to dip with him into the central bowl. It looked like a white soup, but proved to be stewed sweet potatoes. Having secured a spoonful, it was no easy matter to get rid of it, for the top edge of the spoon caught the end of your nose. Consequently there was nothing to do but to lick out the bowl as gracefully as possible or throw what remained into the cup of hot water. After this plate after plate and bowl after bowl followed each other in bewildering succession. And each time we helped ourselves simultaneously, or our host graciously selected a choice morsel and put it on our plates with his own chopsticks.

MANY SENSATIONS.

One moment we were eating ducks' eggs whose blackened, lime-dawned whites indicated that their age was unimpeachable; the next we were grappling with sea weeds, macaroni, and the slippery sharks' fins that eluded our clumsily manipulated sticks. Now we tackled—not without sugar—cucumber meats and vegetables cooked in sugar, fresh shrimp mushrooms from Mongolia, young bamboo sprouts, pigeon's eggs and a hundred different foreign-tasting meats. Then clean plates were given to us, and bowls of sticky pink syrup, sweet potato, and Indian corn cakes of daisy hue were set before each one. These were only cravable fillers, and concluded the first and lighter portion of the repast.

Now came the real substantial meal, where in every dish had an accompaniment of small pieces of containing gravies, etc., in which to dip the morsel taken from the central bowl. There was stewed duck cooked without salt, roast sucking pig, foremost ribs and chicken; there were soups of birds' nest, of mushroom, or vegetables, and of sea algae. There was grilled fresh-water fish, which, according to custom, was helped from the top side only for the Chinaman remembers his servants. And finally, at the conclusion the inevitable small bowl of rice and rice water was set before each person.

After some three hours, with a feeling of thankfulness that all was over, pipes, cigarettes, and tea were served, and it seemed to me that the delicious aroma which rose from the latter scented our senses and almost dispelled the antipathy that had been growing on us for all things Chinese.—Mary Moore, in the Daily Mail.

SHIPPING IN PORT.

STAMFORD

ALINE WORMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—China.

ANRU, British str., 1,350, J. B. Harris, 13th June—Shanghai 9th June, General—Butterfield & Swire.

ARRATON, British str., 2,931, D. Thomas, 18th June—Kobe 11th and Moji 13th June, General—David Sassoon & Co.

BANOKOR, German str., 1,237, F. Nicolaissen, 18th June—Bangkok 10th June, Rice and Meat—Yam Fat Hong.

CATHERINE APOL, British str., 1,730, G. F. Hudson, 23rd June—Calcutta and Straits 7th June, General—David Sassoon & Co.

CROWA, German str., 1,055, F. Schmidt, 14th June—Bangkok 6th and Haiphong 13th June, Rice—Norddeutscher Lloyd.

DEWENT, British str., 1,562, J. Jenkins, 20th June—Saigon 17th June, Rice—Man Fat & Co.

FITZPATRICK, British str., 2,338, R. E. Hutchinson, 20th June—Moji 14th June, Coal—Order.

FUERN, British str., 838, H. Nelson, 24th June—Saigon 19th June, Rice—Barrett & Co.

HONG SHUN, Chinese str., 809, Murakano, 24th June—Amoy 23rd June, Ballast—Order.

HOY, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. E. Mart.

KUMKUI, British str., 1,234, J. Macfite, 20th June—Manila 21st June, General—Dodd & Co.

KWANTON, Chinese str., 1,536, W. H. Lunt, 20th June—Shanghai 17th June, General—C. M. S. N. Co.

KWILLEN, British str., 1,071, Puckett, 22nd June—Newchwang, Dairen and Chefoo 15th June, General—Butterfield & Swire.

MARIE, German str., 1,169, Christiansen, 20th June—Haiphong 18th June, Rice—Johsen & Co.

OKURA MARU, Japanese str., 1,730, B. Takagi, 22nd June—Dairen 16th June, Coal—Mitsui Bussan Kaisha.

ORANG, British str., 1,767, E. J. Baller, 24th June—Moji 17th June, Coal—Mitsui Bussan Kaisha.

PANAMA MARU, Japanese str., 6,059, T. Ogata, 21st June—Manila 18th June, Matchos and M'ins—Osaka Shosen Kaisha.

PAOTING, British str., 1,234, E. L. Jones, 24th June—Newchwang, Chefoo via Weihaiwei and Taishan 18th June, General—China Navigation Co.

QUINTA, German str., 900, Schlegelinger, 21st June—Bangkok 14th June, Rice—Siemens & Co.

SABIE BARVIER, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wilds.

SEIKOHEIKU MARU, Japanese str., 1,938, K. Mita, 23rd June—Moji 17th June, General—Osaka Shosen Kaisha.

SINGAN, British str., 1,647, Jameson, 23rd June—Haiphong 21st June, General—Butterfield & Swire.

SPIR, Norwegian str., 671, H. E. Solum, 16th June—Saigon 12th June, Rice—Aagaard, Thorsen & Co.

TAKING, British str., 1,350, G. H. Pennafather, 24th June—Manila 21st June, Sugar and General—Butterfield & Swire.

TELMACHUS, British str., 1,340, Edwards, 21st June—Saigon 17th June, Rice—Wo Fat Sing.

TRINGANG, British str., 1,060, Anderson, 24th June—Ta Ching Ho 17th June, Salt—Order.

TSURU, German str., 1,002, S. Heynaghe, 18th June—Bangkok 11th June, Rice—Butterfield & Swire.

VALDEIRA, British str., 3,494, McDougall, 18th June—Moji 12th June, Coal—Mitsui Bussan Kaisha.

SAILING VESSEL.

ABROW, British barque, 2,971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

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SHIPPING IN PORT.

STAMFORD

ALINE WORMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—China.

ANRU, British str., 1,350, J. B. Harris, 13th June—Shanghai 9th June, General—Butterfield & Swire.

ARRATON, British str., 2,931, D. Thomas, 18th June—Kobe 11th and Moji 13th June, General—David Sassoon & Co.

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FITZPATRICK, British str., 2,338, R. E. Hutchinson, 20th June—Moji 14th June, Coal—Order.

FUERN, British str., 838, H. Nelson, 24th June—Saigon 19th June, Rice—Barrett & Co.

HONG SHUN, Chinese str., 809, Murakano, 24th June—Amoy 23rd June, Ballast—Order.

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KWILLEN, British str., 1,071, Puckett, 22nd June—Newchwang, Dairen and Chefoo 15th June, General—Butterfield & Swire.

MARIE, German str., 1,169, Christiansen, 20th June—Haiphong 18th June, Rice—Johsen & Co.

OKURA MARU, Japanese str., 1,730, B. Takagi, 22nd June—Dairen 16th June, Coal—Mitsui Bussan Kaisha.

ORANG, British str., 1,767, E. J. Baller, 24th June—Moji 17th June, Coal—Mitsui Bussan Kaisha.

PANAMA

FORTHCOMING EVENTS.
 Tuesday, 28th June—Annual General Meeting of Victoria Recreation Club, 5.45 p.m.
 Wednesday, 29th June—New No. 1 Baadmann Opera Co. at Theatre Royal—"The Dollar Princess," 9 p.m.
 Monday, 4th July—An Extraordinary General Meeting of Hongkong Ice Co. at Noon.
 Wednesday, 6th July—Meeting of the Licensing Board in the Colonial Secretary's Office, 2.15 p.m.

SHIPPING.

ARRIVALS.
 AMARA, British str., 1,565, C. J. Matlock, 25th June—Java 16th June, Sugar—Jardine, Matheson & Co.
 BRECONSHIRE, British str., 3,655, J. M. Tomlinson, 25th June—Japan ports, General—Jardine, Matheson & Co.
 CHOSHUN MARU, Japanese str., 1,301, T. Sura, 26th June—Swatow 25th June, General—Osaka Shosen Kaisha.
 CHOWTAT, German str., 1,115, Mollermaun, 25th June—Bangkok 17th June, Rice—Butterfield & Swire.
 CLARA JEBBER, Ger. str., 1,130, J. Bendixen, 24th June—Sagun 22nd June, Rice—Jensen & Co.
 COBLENZ, German str., 3,730, H. Ragner, 25th June—Sydney and Manila 4th June, General—Melchers & Co.
 EREK FRANZ FERDINAND, Austrian str., 5,845, 25th June—Shanghai 21st June, General—Sander, Wierler & Co.
 FUKU MARU, Japanese str., 3,087, Marakami, 23rd June—Mojl 19th June, Coal—Mitsui Bussan Kaisha.
 HAITAN, British str., 1,121, J. W. Evans, 25th June—Coast Ports 24th June, General—Douglas, LaPrairie & Co.
 HELEN, German str., 771, Bendixen, 24th June—Touareg 22nd June, General—Jensen & Co.
 HELIOPOLIS, British str., 2,967, Martin 23rd June—Kanton 19th June, Coal—Gibb, Livingston & Co.
 INVERCLYDE, British str., 3,335, J. C. Alexander, 24th June—Keelung 22nd June, General—Jardine, Matheson & Co.
 KAWACHI MARU, Japanese str., 6,100, H. Peterson, 25th June—Shanghai 27th June, General—Nippon Yusen Kaisha.
 KEONGWAI, German str., 1,115, Joh. Zohler, 25th June—Bangkok and Helkow 24th June, Rice—Butterfield & Swire.
 KWANGLO, Chinese str., 1,469, Lincoln, 25th June—Shanghai 21st June, General—C. M. S. N. Co.
 KWANTUNG, Chinese str., 25th June—Canton. Kwanong, British str., 1,428, Richard, 25th June—Shanghai and Swatow 25th June, General—Jardine, Matheson & Co.
 LINAN, British str., 25th June—Canton. MATHILDS, German str., 831, O. Uldrup, 26th June—Haiphong 25th June, General—Jardine, Matheson & Co.
 MONGOLIA, American str., 8,750, E. P. Kott, 26th June—San Francisco 24th May, General—P. M. S. Co.
 PEIRO, French str., 3,782, Canal, 25th June—Antwerp 1st May, General—Messageries Maritimes.
 SELTA, Norwegian str., 2,789, Olaf Lie, 25th June—Portland 8th May, General—Portland Asiatic S.S. Co.
 SONGKIAN, British str., 987, Campbell, 24th June—Cebu 20th June, Hemp—Butterfield & Swire.
 TYNERIC, British str., 2,159, Robt. McIlwaine, 25th June—Newcastle, N. S. W., 3rd June, Coal—On order.
 VESUVIUS, Norwegian str., 1,122, Bertelson, 26th June—Ponang 13th June, Ballast—On order.
 VOLUTE, British str., 2,599, H. Jackson, 26th June—Singapore 19th June, Petroleum in bulk—Asiatic Petroleum Co.

DEPARTURES.

25th June.
 ARCADIA, British str., for Europe &c.
 CARDIGANSHIRE, British str., for Shanghai.
 C. DIEDERICH, German str., for Helkow.
 EMPRESS OF CHINA, Br. str., for Vancouver.
 FAUANG, British str., for Saigon.
 HALDIS, Norwegian str., for Bangkok.
 HOLSTEIN, German str., for Helkow.
 HONGKONG MARU, Japanese str., for Moji.
 JAPAN, British str., for Shanghai.
 RUBI, British str., for Manila.
 TAIYUAN, British str., for Australia.
 26th June.
 ALBENGA, German str., for Shanghai.
 ANAMBA, British str., for Canton.
 ASUTY, British str., for Canton.
 COBLENZ, German str., for Yokohama.
 DAVIN MARU, Japanese str., for Swatow.
 DEVAWONNE, German str., for Bangkok.
 EASTERN, British str., for Melbourne.
 HAMMUN, British str., for Swatow.
 HELIOPOLIS, British str., for Sabang.
 HUNAN, British str., for Hongkong.
 INVERCLYDE, British str., for Helkow.
 KWANGLER, Chinese str., for Canton.
 LINAN, British str., for Shanghai.
 LOOSER, German str., for Helkow.
 ONSANG, British str., for Canton.
 PEIRO, French str., for Yokohama.
 RAFAEL, German str., for Bangkok.
 VENETIA, British str., for Moji.

SHIPPING REPORTS.

The British str. Breconshire reports: Fine weather, strong N.E. current from Shanghai.
 The Chinese str. Kwanglo reports: Fine weather, southerly wind, sea smooth and clear.
 The British str. Tyneric reports: Steamer experienced fine weather throughout the voyage.

PASSENGERS.

ARRIVED.
 Per Sangkang, from Cebu, Captain Mawley.
 Per Kwonggang, from Shanghai, &c., Masters Dixon (3).
 Per Coblenz, for Hongkong from Sydney, &c., Mrs. E. Blumhardt, Messrs. Karlow, R. Seyder, John Tait, M. Kruger, Joseph Wierler and Wilms.
 Per Mongolia, from San Francisco, &c., Miss C. Burnard, Mr. Wm. E. Barnard, Mrs. Alta C. Baldwin, Mr. Wm. J. Conroy, Miss Anna V. Dunlop, Mrs. C. K. Eyer, Miss M. Eyer, Mr. E. Eyer, Mrs. W. Jennings, Mr. J. P. Lawrie, Mr. Henry C. Meyers, Dr. and Mrs. L. C. Mendel, Miss Zeta Mendel, Mr. and Mrs. William McKee, Miss Margaret McKee, Mr. Wm. H. Neeson, Miss L. Ross, Mr. and Mrs. H. J. White, Mrs. I. Beck, Mr. and Mrs. F. S. Chapman, Lord Rev. P. E. Alberger, Mr. J. B. Malley, Mr. and Mrs. W. J. Jenkins and child, Major E. G. Shields, Mrs. E. Steirmer and child, Mr. P. M. Lewman, Mrs. D. C. Fox, Mr. P. A. Prentiss, Mr. A. Granado, Mr. and Mrs. B. F. Costlett and daughter, Mr. G. T. Bridgeman, Mr. L. D. Weeks, Mr. Haddon and Mr. H. P. Robinson.
DEPARTED.
 Per Rubi, for Manila, Mr. and Mrs. Carl, Mrs. Bennett, Mrs. Pope, Mr. and Mrs. McIlwaine, Mr. J. Kennedy, Mr. H. Parry Robinson, Mr. B. Klier, Mr. and Mrs. J. E. Chavry, Mr. A. L. Roe, Mr. W. J. Breen and Mr. A. G. Zebell.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|--|------------------|-------------|--------|-----------------------|-------------------------------|---------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c. | SIMLA | Brit. str. | — | C. D. Goldsmith, R.N. | P. & O. S. N. Co. | About 30th inst. |
| LONDON, &c. VIA USUAL PORTS OF CALL. | DELTA | Brit. str. | — | B. W. H. Snow | P. & O. S. N. Co. | On 9th July, at Noon |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | ASCADIA | Ger. ser. | k.w. | Haase | HAMBURG-AMERICA LINE | On 22nd July. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SITHONIA | Ger. str. | k.w. | Brehmer | MELCHERS & Co. | First half of July. |
| COPENHAGEN & BALDUC PORTS. | NIPPON | Dan. str. | — | — | HAMBURG-AMERICA LINE | On 23rd July. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ARABIA | Ger. str. | k.w. | Filler | HAMBURG-AMERICA LINE | About middle of Aug. |
| HAVRE, ROTTERDAM & HAMBURG, &c. | BRASILIA | Ger. str. | — | H. Peterson | NIPPON YUSEN KAISHA | Today, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | KAWACHI MARU | Front. str. | — | Gaussen | MESSAGERIES MARITIMES | On 5th July, at 1 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | ARMAND BEHIC | Jap. str. | — | K. Homma | NIPPON YUSEN KAISHA | On 6th July, at D'light |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | AKI MARU | Ger. str. | k.w. | A. E. Moses | HAMBURG-AMERICA LINE | On 20th July, at D'light |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | WESTPHALIA | Ger. str. | — | J. Randermaun | HAMBURG-AMERICA LINE | On 8th Aug. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | MISHIMA MARU | Jap. str. | — | B. Colol | MELCHERS & Co. | On 30th inst., at 10 a.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | MOCKENBURG | Ger. str. | k.w. | — | SANDER, WIERLER & Co. | On 30th inst., at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | YOCKE | Ger. str. | — | — | SHAW, TOMES & Co. | About 30th inst. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | E. F. FERDINAND | Ans. str. | — | — | ARNOLD, KARBURG & Co. | On 13th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | INDRASAMHA | Am. str. | — | — | CANADIAN PACIFIC R. Co. | On 16th Aug., at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | WYNERIC | Am. str. | 1m. | G. B. McGill | CANADIAN PACIFIC R. Co. | On 5th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | EMPEROR OF INDIA | Brit. str. | 2m. | — | CANADIAN PACIFIC R. Co. | On 19th July, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | MONTAGLE | Brit. str. | — | K. Kawara | NIPPON YUSEN KAISHA | On 16th Aug., at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | WESTPHALIA | Brit. str. | — | K. Kato | NIPPON YUSEN KAISHA | On 29th inst., at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | INARA MARU | Jap. str. | — | T. Ogata | OSAKA SHOSHEN KAISHA | On 24th Aug., at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | KITO MARU | Jap. str. | — | T. Sakine | NIPPON YUSEN KAISHA | On 9th July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | YAKATA MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 16th July, at D'light |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | NIXKO MARU | Jap. str. | — | H. Raegener | MELCHERS & Co. | On 7th July, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | COBLENZ | Jap. str. | — | Wm. Thompson | NIPPON YUSEN KAISHA | On 6th July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | ASUTYA MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | Quick despatch. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | NIXKO MARU | Dut. str. | — | Bouman | JAVA-CHINA-JAPAN LINE | On 1st July, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | TIENHAI | Brit. str. | — | V. McClymont-Liddell | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | KWONGSANG | Brit. str. | — | F. Wheeler | MELCHERS & Co. | About 29th inst. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | LUETZOW | Ger. str. | — | W. Barthling | OSAKA SHOSHEN KAISHA | On 30th inst., at 10 a.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | CHOCHUN MARU | Jap. str. | — | T. Sura | P. & O. S. N. Co. | About 30th inst. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | JAVA | Brit. str. | — | A. Thompson, R.N. | JARDINE, MATHESON & Co., Ltd. | On 1st July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | NAMHANG | Brit. str. | k.w. | M. B. Lake | HAMBURG-AMERICA LINE | On 4th July, p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | MECKLENBURG | Ger. str. | — | Girard | MESSAGERIES MARITIMES | On 6th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | ERNEST SIMONS | Front. str. | — | N. Nielsen | NIPPON YUSEN KAISHA | About 7th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | YAKATA MARU | Jap. str. | — | G. W. Gordon, R.N. | P. & O. S. N. Co. | About 11th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | DARBI | Brit. str. | — | W. B. Hickey | HAMBURG-AMERICA LINE | On 14th July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | SCARDIA | Ger. str. | k.w. | V. Dohren | MELCHERS & Co. | End of July. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | INDIAN | Dut. str. | — | A. Ender | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | THILWORG | Dut. str. | — | Y. Yamamoto | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | PAOTING | Brit. str. | 1m. | J. W. Evans | OSAKA SHOSHEN KAISHA | On 6th July, at 10 a.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | JOSEPH MARU | Jap. str. | 2h. | H. A. Hards | DOUGLAS, LAFRAIR & Co. | To-morrow, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | HAITAN | Brit. str. | 1m. | A. E. Hodgins | BUTTERFIELD & SWIRE | On 1st July, at 10 a.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | KWELIN | Brit. str. | 2h. | W. C. Passmore | DOUGLAS, LAFRAIR & Co. | On 5th July, at 10 a.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | HAITANG | Brit. str. | 2h. | P. H. Rolfe | JARDINE, MATHESON & Co., Ltd. | On 1st July, at 4 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | HAICHING | Brit. str. | — | S. J. Payne | JARDINE, MATHESON & Co., Ltd. | On 9th July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | YUEHSANG | Brit. str. | — | R. Hodger | SHAW, TOMES & Co. | To-morrow, at 3 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | CHONGSANG | Brit. str. | — | Pennfather | BUTTERFIELD & SWIRE | On 16th July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | ZAIRO | Brit. str. | 1m. | H. A. Hards | SHAW, TOMES & Co. | To-morrow, at 5 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | TAMING | Brit. str. | — | Y. Nomura | NIPPON YUSEN KAISHA | On 25th inst., at 5 p.m. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | RUBI | Brit. str. | 1m. | W. D. A. Thomas | JARDINE, MATHESON & Co., Ltd. | On 6th July, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | SURKIAN | Brit. str. | — | G. F. Hudson | DAVID BARBOON & Co., Ltd. | To-day, at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | TORA MARU | Jap. str. | — | Zwart | DAVID BARBOON & Co., Ltd. | On 30th inst., at Noon. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | FOOKSANG | Brit. str. | — | — | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | ABRATON APCAR | Brit. str. | — | — | — | — |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | CATHERINE APCAR | Brit. str. | — | — | — | — |
| MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c. | THILATAT | Dut. str. | — | — | — | — |

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL. |
|--|-----------------------------|----------------------------------|
| SHANGHAI, NAGASAKI, KORE and YOKOHAMA | "LUETZOW" Capt. W. BARTHELE | About 29th June. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "YORCK" Capt. J. RANDEMAAN | Thursday, 30th June, at 10 a.m. |
| MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ" Capt. H. BAEGHEER | Saturday, 16th July, at D'light. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. TACOMA & SEATTLE

VIA SHANGHAI, MOJI, KORE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | To Sail on or About. |
|----------|-------|--------------|----------------------|
| KUMERIC | 6,232 | G. B. McGill | 25th July. |
| AMERIC | 4,563 | J. Boyd | 26th July. |
| SUVERIC | 6,232 | F. S. Cowley | 23rd August. |

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 27th June, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

| FOR | STEAMERS | TO SAIL. |
|---------------------------|-------------------------------|----------------------|
| SHANGHAI, KORE & YOKOHAMA | "ERNEST SIMONS" Capt. Girard | On 4th July, p.m. |
| MARSEILLES VIA PORTS | "ARMAND BEHIC" Capt. Guionnet | On 5th July, 1 p.m. |
| SHANGHAI, KORE & YOKOHAMA | "POLYNESIE" Capt. Bros | On 16th July, p.m. |
| MARSEILLES VIA PORTS | "TONKIN" Capt. Charbonnel | On 19th July, 1 p.m. |

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 22nd June, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong. | From St. John, N.B. From Quebec. |
|--------------------------------------|--|
| "EMPERESS OF INDIA" Sat., 16th July | "EMPERESS OF IRELAND" Fri., 12th Aug. |
| "EMPERESS OF JAPAN" Sat., 6th Aug. | "ALLAN LINE" Friday, 2nd Sept. |
| "MONTEAGLE" Tuesday, 16th Aug. | |
| "EMPERESS OF CHINA" Sat., 27th Aug. | "EMPERESS OF BRITAIN" Fri., 23rd Sept. |
| "EMPERESS OF INDIA" Sat., 17th Sept. | "ALLAN LINE" Friday, 14th Oct. |
| "EMPERESS OF JAPAN" Sat., 8th Oct. | "EMPERESS OF IRELAND" Fri., 4th Nov. |

"Emperess" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KORE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43. and 1st Class Railway, £25.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Piers, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRASSIA, to PERIAN GULF, RED SEA, BLACK SEA, LANTANA, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND," Captain Colol, will be despatched as above on WEDNESDAY, the 28th June, at 4 p.m. This Steamship has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewards. For information as to Passage and Freight, apply to

SANDER, WIERLER & Co., Agents, Princes Buildings, Hongkong, 27th June, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On or about 30th June. For freight and further information apply to— SHEWAN, TOMES & Co., General Agents. Hongkong, 13th June, 1910. [740]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC,"

From Hongkong, ON TUESDAY, the 5th JULY.

FOR VANCOUVER DIRECT.

To be followed by ATYMERIC ... 26th July. SUVERIC ... 23rd Aug. OCEANO ... 27th Sept. KUMERIC ... 20th Oct.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| DESTINATION | STEAMERS | TO SAIL | REMARKS |
|---|----------|--------------------|-------------------------------|
| LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES | SIMLA | About 30th June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | JAVA | About 30th June | Freight only. |
| SHANGHAI | DELHI | About 7th July | Freight and Passage. |
| LONDON via USUAL PORTS OF CALL | DELLA | Noon, 9th July | See Special Advertisement. |
| SHANGHAI, TAKU, NA- GASAKI, MOJI, KOBE and YOKOHAMA | CANDIA | About 11th July | Freight only. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 27th June, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|------------|----------------------|
| NINGPO, WEIHAWEI, CHEFOO & NEWCHANG | "PAOTING" | On 28th June, 4 P.M. |
| MANILA | "TAMING" | On 28th June, 3 P.M. |
| CEBU & ILOILO | "SUNGKANG" | On 28th June, 5 P.M. |
| SWATOW, AMOY & SHANGHAI | "YUELIAN" | On 28th June, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. Telephone 56.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOW & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|-----------------------------|----------|---------------------|
| COPENHAGEN and BALTIC PORTS | "NIPPON" | First half of July. |
| SHANGHAI, YOKOHAMA and KOBE | "INDIEN" | End of July. |
| COPENHAGEN and BALTIC PORTS | "INDIEN" | End of August. |

For Further Particulars apply to

MELOERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------|----------------------------|
| SHANGHAI | "KWONGSANG" | Tuesday, 28th June, Noon. |
| SHANGHAI, KOBE & MOJI | "NAMSANG" | Friday, 1st July, Noon. |
| TIENTSIN | "CHEONGSHING" | Friday, 1st July, 4 P.M. |
| MANILA | "YUENSANG" | Friday, 1st July, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Wednesday, 6th July, Noon. |
| MANILA | "LOONGSANG" | Friday, 8th July, 4 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang. Telephone No. 215, Tel. Exch. 4.

For Freight or Passage apply to—

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIPS | CAPTAIN | DEPARTING. |
|------------|----------------------|--------------------------------|
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 28th June, at 10 A.M. |
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 1st July, at 10 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 5th July, at 10 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th June, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES. |
|--|--|-------|---------------------------------------|
| MAESELLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID | KAWACHI MARU Capt. H. Peterson, 7,000 | 7,000 | MONDAY, 27th June, at Noon. |
| | AKI MARU Capt. K. Homma, 7,000 | 7,000 | WEDNESDAY, 6th July, at Daylight |
| | MISHIMA MARU Capt. A. E. Moss, 9,000 | 9,000 | WEDNESDAY, 20th July, at Daylight. |
| VICTORIA B.C. & SEATTLE | SADO MARU Capt. S. Hiortdhal, 7,000 | 7,000 | SATURDAY, 16th July, from KOBE. |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and SHIMIZU | INABA MARU Capt. K. Kawa, 7,000 | 7,000 | TUESDAY, 19th July, at 4 P.M. |
| | TAMBA MARU Capt. K. Sato, 7,000 | 7,000 | TUESDAY, 16th Aug., at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. T. Sekine, 5,000 | 5,000 | FRIDAY, 8th July, at Noon. |
| | NIKKO MARU Capt. M. Yagi, 6,000 | 6,000 | FRIDAY, 5th Aug., at Noon. |
| BOMBAY via SINGAPORE and COLOMBO | TOSA MARU Capt. Y. Nomura, 6,000 | 6,000 | WEDNESDAY, 29th June, at 5 P.M. |
| SHANGHAI, MOJI and KOBE | WAKASA MARU Capt. N. Nielsen, 7,000 | 7,000 | WEDNESDAY, 6th July. |
| NAGASAKI, KOBE and YOKOHAMA | NIKKO MARU Capt. M. Yagi, 5,000 | 5,000 | WEDNESDAY, 6th July, at Noon. |
| KOBE and YOKOHAMA | ATSUTA MARU Capt. Wm. Thompson, 9,000 | 9,000 | THURSDAY, 7th July, at 4 P.M. |

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| 1st CLASS | 2nd | Yokohama Return | Kobe Return | Moji Return | Nagasaki Return |
|-----------|------|-----------------|-------------|-------------|-----------------|
| \$120 | \$80 | \$110 | \$70 | \$100 | \$60 |
| \$90 | \$50 | | | | |

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GAILARD-NORTHROP and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.—[13-125]

Hongkong, 23rd May, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|-----------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 9th July, Noon. |
| EUBI | 2540 | A. Fraser | Manila | On 16th July, Noon. |

For Freight or Passage apply to

HONGKONG, 27th June, 1910.

SHEWAN, TOMES & Co.,
General Managers. [12]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

| | | |
|-----------------------------------|------------------|----------------------|
| FOR ROTTERDAM, HAMBURG & ANTWERP: | S.S. ARCADIA | 27th June. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: | S.S. WESTPHALIA | 9th July. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: | S.S. SITHONIA | 22nd July. |
| FOR HAVRE & HAMBURG: | S.S. ARABIA | 23rd July. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: | S.S. MECKLENBURG | 8th Aug. |
| FOR HAVRE, ROTTERDAM & HAMBURG: | S.S. BRASILIA | About middle of Aug. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th June, 1910.

Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

| | | |
|--------------------|-------------------|--------------------------|
| S.S. KIYO MARU | 17,200 tons gross | Sail Aug. 24th, at Noon. |
| S.S. BUTO MARU | 10,500 | Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 | Dec. 21st, at Noon. |

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------|----------------|---------------------|
| TJILWONG | JAVA | Second half of June | SHANGHAI | Second half of June |
| TJIMAHY | JAVA | First half of July | JAPAN | First half of July |
| TJILATJAP | JAPAN | First half of July | JAVA | First half of July |
| TJIKINI | JAVA | Second half of July | SHANGHAI | Second half of July |
| TJIPANAS | JAVA | Second half of July | JAPAN | Second half of July |
| TJIBODAS | JAVA | Second half of July | SHANGHAI | Second half of July |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 20th June, 1910.

Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | TONS (GROSS REG.) | LEAVES. |
|---|----------------------------------|-------------------|-----------------------------------|
| TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA | "PANAMA MARU" Capt. T. Ogata | 6,051 | WEDNESDAY, 29th June, at Noon |
| | "SEATTLE MARU" Capt. T. Saito | 6,182 | WEDNESDAY, 13th July, at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|-------------------------------------|------------------------------------|------------------------------------|
| SHANGHAI via SWATOW, AMOY & FOOCHEW | "CHOSHUN MARU" Capt. T. SURUGA | THURSDAY, 30th June, at 10 A.M. |
| ANPING via SWATOW & AMOY | "JOSHIN MARU" Capt. Y. YAMAMOTO | WEDNESDAY, 6th July, at 10 A.M. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "JOSHIN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

662

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

537

VESSELS ON THE BERTH

For SINGAPORE, PENANG and CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ABRATOON APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 25th June, 1910.

1765

VESSELS IN DOCK.

June 25th.

Kowloon Dock—Gloria, John Prentice, Surie, Bander, Ochofa, Hoangho, H.M.S. Whiting, Clam, Dajaburi, Syren, Kuncie, COSMOPOLITAN DOCK—Mars.

TAIKOO DOCK—Kwong Yuen, Union, Anhui, Macau, Shai, Kaching, Hephaestus.

STEAMERS PASSED THE CANAL.

June 3rd—Braemar, Machao, Silesia, Soyo Maru, Inverio, Java, 7th—Benarich, Forerio, 10th—Antenor, Atsuta Maru, Candia, Ernest Simons, Kaenga, 14th—Carmarthenshire, Scandia, Scipio, Seneca, Theusa, Alvia, 17th—Erroll, Kyne, Noyorod, Nov, Sunda, Tolam, 21st—Andalucia, Bealouch, Glad, eun, Kanagawa Maru. Delayed through

mistral: Lennax, St. Patrick, 24th—Belgravia, Dorflinger, Mirano Maru, Etchaki Maru, Elet, Pak Ling, Polyneesian, Stentor, Antip, Hamelin.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|----------|-----------------|----------------------------|
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | SIMLA | About 30th June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | JAVA | About 30th June | Freight only. |
| SHANGHAI | DELHI | About 7th July | Freight and Passage. |
| LONDON VIA USUAL PORTS | DELTA | Noon, 9th July | See Special Advertisement. |
| SHANGHAI, TAKU, NAGASAKI, MOJI, KOBE and YOKOHAMA | CANDIA | About 11th July | Freight only. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 27th June, 1910.

CHINA NAVIGATION CO., LD.

| STEAMERS | TO SAIL |
|---|----------------------------------|
| NINGPO, WEIHAU, CHEFOO, and NEWCHANG | "PAOTING" On 28th June, 4 P.M. |
| MANILA | "TAMING" On 28th June, 3 P.M. |
| CHEU & ILOILO | "SUNGKIANG" On 28th June, 5 P.M. |
| SWATOW, AMOY & SHANGHAI | "KWEILIN" On 28th June, 4 P.M. |
| DIRECT SAILINGS TO WEST RIVER, Twice Weekly. | |
| S.S. "LINTAN" and S.S. "SANUI" | |
| AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports. | |
| MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. | |
| FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHINUA," "CHINUA," and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. | |
| N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night. | |
| These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. | |
| FARE, \$45 SINGLE and \$80 RETURN. | |
| For Freight or Passage apply to— | |
| HONGKONG, 27th June, 1910. | |

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-----------------------------|----------|---------------------|
| COPENHAGEN and BALTIC PORTS | "NIPPON" | First half of July. |
| SHANGHAI, YOKOHAMA and KOBE | "INDIEN" | End of July. |
| COPENHAGEN and BALTIC PORTS | "INDIEN" | End of August. |

For Further Particulars apply to
HONGKONG, 27th June, 1910.MELOHRS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------|----------------------------|
| SHANGHAI | "KYONGSANG" | Tuesday, 28th June, Noon. |
| SHANGHAI, KOBE & MOJI | "NAMSANG" | Friday, 1st July, Noon. |
| YOKOHAMA | "CHEONGSHING" | Friday, 1st July, 4 P.M. |
| MANILA | "YUENSANG" | Friday, 1st July, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "POOKSANG" | Wednesday, 6th July, Noon. |
| MANILA | "LOONGSANG" | Friday, 8th July, 4 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KYONGSANG," "NAMSANG," and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Pientsin & Newchwang.

Telephone No. 215, Sul. Exh. 4.

For Freight or Passage, apply to—

HONGKONG, 27th June, 1910.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGER.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.
(Occupying 9 to 10 Days)

| STEAMSHIPS | CAPTAIN | LEAVING |
|------------|----------------------|--------------------------------|
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 28th June, at 10 A.M. |
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 1st July, at 10 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 5th July, at 10 A.M. |

For SWATOW AND RETURN.
(Occupying 3 Days).

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th June, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|--|--------------|-------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | KAWACHI MARU | 7,000 | MONDAY, 27th June, at Noon. |
| | AKI MARU | 7,000 | WED' DAY, 6th July, at Daylight |
| | MISHIMA MARU | 9,000 | WED' DAY, 20th July, at Daylight. |
| VICTORIA B.C. & SEATTLE | SADO MARU | 7,000 | SATURDAY, 16th July, from Kobe. |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU | INABA MARU | 7,000 | TUESDAY, 19th July, at 4 P.M. |
| | TAMBA MARU | 7,000 | TUESDAY, 18th Aug., at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU | 5,000 | FRIDAY, 8th July, at Noon. |
| | NIKKO MARU | 6,000 | FRIDAY, 5th Aug., at Noon. |
| BOMBAY via SINGAPORE and COLOMBO | TOSA MARU | 6,000 | WED' DAY, 29th June, at 5 P.M. |
| SHANGHAI, MOJI and KOBE | WAKASA MARU | 7,000 | WED' DAY, 6th July. |
| NAGASAKI, KOBE and YOKOHAMA | NIKKO MARU | 5,000 | WED' DAY, 6th July, at Noon. |
| KOBE and YOKOHAMA | ATSUTA MARU | 9,000 | THURSDAY, 7th July, at 4 P.M. |

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd " | \$80 | \$70 | \$60 | \$50 |

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

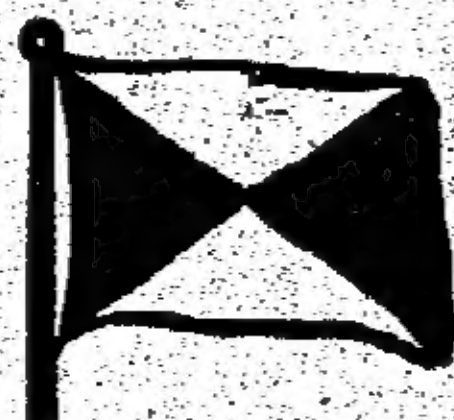
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Cluster Road.

T. KUSUMOTO,
MANAGER [13-125]

Hongkong, 25th May, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 9th July, Noon. |
| RUBI | 2540 | A. Fraser | Manila | On 16th July, Noon. |

For Freight or Passage apply to
HONGKONG, 27th June, 1910.SHEWAN, TOMES & Co.,
General Managers. [12]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

| | | |
|-------------------------------|------------------|------------|
| FOR SHANGHAI, KOBE & YOKOHAMA | S.S. MECKLENBURG | 1st July. |
| | S.S. SCANDIA | 14th July. |
| | S.S. SAXONIA | 28th July. |
| | S.S. SPEZIA | 12th Aug. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th June, 1910.

Hongkong Office. [11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

| | | |
|--------------------|-------------------|--------------------------|
| S.S. KIYO MARU | 17,200 tons gross | Sail Aug. 24th, at Noon. |
| S.S. BUYO MARU | 10,500 | Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 | Dec. 21st, at Noon. |

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------|----------------|---------------------|
| TJILIWONG | JAVA | Second half of June | SHANGHAI | Second half of June |
| TJIMAH | JAVA | First half of July | JAPAN | First half of July |
| TJILATJAP | JAPAN | First half of July | JAVA | First half of July |
| TJIKINI | JAVA | Second half of July | SHANGHAI | Second half of July |
| TJIPANAS | JAVA | Second half of July | JAPAN | Second half of July |
| TJIBODAS | JAVA | Second half of July | SHANGHAI | Second half of July |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

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JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 20th June, 1910.

Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

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| FOR | STEAMERS | TONS (Gross reg.) | LEAVES |
|---|----------------|-------------------|-------------------------------|
| TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA | "PANAMA MARU" | 6,051 | WED' DAY, 29th June, at Noon |
| | "SEATTLE MARU" | 6,182 | WED' DAY, 13th July, at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES |
|------------------------------------|----------------|---------------------------------|
| SHANGHAI via SWATOW, AMOY & FOCHOW | "CHOSHUN MARU" | THURSDAY, 30th June, at 10 A.M. |
| ANPING via SWATOW & AMOY | "JOSHIN MARU" | WED' DAY, 6th July, at 10 A.M. |

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7031

T. ARIMA,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBBERAMBERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VUEUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

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For SINGAPORE, PENANG AND CALCUTTA.

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THE Steamship

"ABRAHAM APOLAR"

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For Freight or Passage, apply to

DAVID BASSEON & Co., Ltd., Agents.

Hongkong, 25th June, 1910.

VESSELS IN DOCK.

June 25th.

Kowloon Dock—Gloria, John Prentice, Sava Bandier, Cheong, Huangho, H.M.S. Whiting, Clam, Rajaburi, Byren, Kumerie. Cosmopolitan Dock—Marie.

Tatoo Dock—Koon Yuen, Union, Anhui, Macao, Bhari, Kashing, Hephaestus.

STEAMERS PASSED THE CANAL.

June 2nd—Braemar, Macdon, Sileta, Soyo Maru, Inverio, Jao, 7th—Benworth, Forer, 10th—Astoria, Aloua Maru, Candia, Ernest Simon, Kiang, 14th—Carmarthenshire, Scandia, Scogora, Seneca, Phoenix, Alaska, 17th—Erroll, Kips, Nagayord, Nora, Bunda, 21st—Andalusia, Be-clauch, Glenearn, Kangaroo Maru. Delayed through navigation: Lening, St. Patrick, 24th—Belgravia, Derfing, Hryno Maru, Huchas Maru, Kleit, Pal Ling, Polynesian, Senior, Avigee, Hameln.

